

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) A spoked bicycle wheel having two sides and ~~consisting of~~ comprising a hub, ~~which is connected by means of~~ tensioned spokes ~~under tension~~ to a ring shaped rim, with said hub including a pair of hub flanges and said spokes being connected to the rim at anchoring points, wherein there is an unequal number of the spokes on the two sides of the wheel, ~~in the case of which~~ and the center plane of the anchoring points of the spokes in the rim is laterally displaced from the center plane of the hub flanges or from the center plane of differently constructed anchoring points on the sides of the hub (F), ~~characterized in that the number of spokes, which from the hub on that side of the center plane of the rim (M) lead in the direction towards the rim, on which a higher sum of the tensions of these spokes is present and the number of spokes, which from the hub on the opposite side of the center plane (M) of the rim lead in the direction towards the rim, on which a lower sum of the tensions of the spokes is present is at a mutual ratio of~~ and wherein there is a first group of the spokes extending from the hub toward the rim on a first side of the center plane of the rim and a second group of the spokes extending from the hub toward the rim on a second side of the center plane of the rim, wherein the sum of tensions on the spokes of the first group is greater than the sum of tensions on the spokes of the second group, and wherein the ratio of the number of the spokes of the first group to the number of the spokes of the second group is 3 : 1 or 5 : 2 or 2 : 1 or 7 : 4 or 5 : 3 or 3 : 2 or 4 : 3.

2. (Currently Amended) The spoked bicycle wheel according to claim 1,

wherein the ~~spokes number ratio of 3:1 or 5:2 or 2:1 or 7:4 or 5:3 or 3:2 or 4:~~
3 the ratio of the number of the spokes of the first group to the number of the spokes
of the second group diverges by from zero to plus or minus 50 percent from the ratio
of the dimensional values $c : d$, which are measured on the hub used and are
~~possibly corrected when calculating $c : d$~~ , whereby:

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 c is measured between the radial center plane of the axes of the spokes of the
second group anchored in the hub, ~~which spokes are lead from the hub on that side~~
~~of the center plane (M) of the rim in the direction towards the rim where a lower total~~
~~tension of these spokes is present, in the locations, where the spokes leave the hub~~
and have only just ~~reached~~ begun to extend in the direction towards the rim, and
the radial center plane of the axes of all the spokes anchored in the rim, in those
locations, in which the spokes leave the rim and have just ~~reached~~ begun to extend
in the direction towards the hub; and

d is the analogue value to c on the ~~opposite~~ first side of the center plane (M) of the
rim ~~where a larger total tension of the spokes anchored in the hub is present with~~
regard to the first group of spokes, whereby the ratio of the average tension of the
spokes, ~~which from the hub on the one side of the center plane (M) of the rim lead in~~
~~the direction towards the rim and the average tension of the spokes, which lead from~~
~~the hub in the direction towards the rim on the other side of the center plane (M) of~~
~~the rim~~ of the first group to the average tension of the spokes of the second group
diverges ~~by~~ from zero to plus or minus 50 percent from the ratio 1 : 1.

3. (Currently Amended) The spoked bicycle wheel according to claim 1,
wherein the number of the spokes of the first group, which extend from the hub on
the ~~one~~ first side of the center plane (M) of the rim ~~lead~~ in the direction towards the
rim and the number of ~~these~~ the spokes of the second group, which extend from the

hub on the ~~other~~ second side of the center plane (M) of the rim ~~lead to~~ in the direction towards the rim, is in the ratio of $c : d$, whereby the average tension of the spokes of the first group which ~~lead~~ extend from the hub on the ~~one~~ first side of the center plane (M) of the rim in the direction towards the rim and the average tension of ~~these~~ the spokes of the second group which ~~lead~~ extend from the hub on the ~~other~~ second side of the center plane (M) of the rim in the direction towards the rim is at a ratio of $1 : 1$.

4. (Currently Amended) The spoked bicycle wheel according to claim 1, wherein the ratio of the number of the spokes of the first group, ~~which from the hub on the one side of the center plane (M) of the rim lead in the direction towards the rim and the number of those spokes, which from the hub on the other side of the center plane (M) of the rim lead to the rim, is at a ratio of~~ to the number of the spokes of the second group is $3 : 1$.

5. (Currently Amended) The spoked bicycle wheel according to claim 1, wherein the ratio of the number of the spokes of the first group, ~~which from the hub on the one side of the center plane (M) of the rim lead in the direction towards the rim and the number of those spokes, which from the hub on the other side of the center plane (M) of the rim lead to the rim, is at a ratio of~~ to the number of the spokes of the second group is $5 : 2$.

6. (Currently Amended) The spoked bicycle wheel according to claim 1, wherein the ratio of the number of the spokes of the first group, ~~which from the hub on the one side of the center plane (M) of the rim lead in the direction towards the rim and the number of those spokes, which from the hub on the other side of the~~

center plane (M) of the rim lead to the rim, is at a ratio of to the number of the spokes of the second group is 2 : 1.

7. (Currently Amended) The spoked bicycle wheel according to claim 1, wherein the ratio of the number of the spokes of the first group, which from the hub on the one side of the center plane (M) of the rim lead in the direction towards the rim and the number of those spokes, which from the hub on the other side of the center plane (M) of the rim lead to the rim, is at a ratio of to the number of the spokes of the second group is 7 : 4.

8. (Currently Amended) The spoked bicycle wheel according to claim 1, wherein the ratio of the number of the spokes of the first group, which from the hub on the one side of the center plane (M) of the rim lead in the direction towards the rim and the number of those spokes, which from the hub on the other side of the center plane (M) of the rim lead to the rim, is at a ratio of to the number of the spokes of the second group is 5 : 3.

9. (Currently Amended) The spoked bicycle wheel according to claim 1, wherein the ratio of the number of the spokes of the first group, which from the hub on the one side of the center plane (M) of the rim lead in the direction towards the rim and the number of those spokes, which from the hub on the other side of the center plane (M) of the rim lead to the rim, is at a ratio of to the number of the spokes of the second group is 3 : 2.

10. (Currently Amended) The spoked bicycle wheel according to claim 1, wherein the ratio of the number of the spokes of the first group, which from the hub on the one side of the center plane (M) of the rim lead in the direction towards the rim and the number of those spokes, which from the hub on the other side of the center plane (M) of the rim lead to the rim, is at a ratio of to the number of the spokes of the second group is 4 : 3.

11. (Currently Amended) The spoked bicycle wheel according to claim 1, wherein the ~~wheel comprises a rim, in which the~~ center plane of the anchoring points of the spokes in the rim is laterally displaced from the center plane (M) of the rim.

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12. (Currently Amended) The spoked bicycle wheel according to claim 1, which comprises wherein the hub flanges are conventional hub flanges with spoke holes running in parallel to the axis of the wheel, and wherein the spokes are conventional spokes bent at their ends and each comprising a spoke head, ~~characterized in that~~ and wherein all of the spokes anchored in ~~the flange~~ one of the hub flanges are inserted into the hub flange in the direction of only one flange side of the hub flange, whereby different combinations of these directions can be formed on a the wheel.

13. (Currently Amended) ~~An eccentrically spoked bicycle rear wheel~~ The spoked bicycle wheel according to claim 1, wherein it the wheel is an asymmetric rear bicycle wheel and wherein ~~comprises a rear wheel hub, in which~~ the distance between the center planes of the hub flanges or between the center planes of otherwise designed anchoring points of the spokes on the sides of the hub ($c + d$), ~~amounts to~~ is 58 or more millimeters.

14. (Currently Amended) The spoked bicycle wheel according to claim 1, ~~wherein it comprises~~ further comprising a sticker disposed on the hub and/or on the rim with an inscription of a suitable text, ~~which draws attention to the unaccustomed~~ and for the spoking and centering of the wheel important arrangement notifying a user of the different arrangement of the spokes on the sides of the wheel.

15. (Previously Amended) A bicycle with at least one spoked wheel according to claim 1.

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16. (Currently Amended) A method for the standardization of the spoke tensions in ~~the case of eccentrically~~ an asymmetrically spoked bicycle wheels in which ~~the average tension of the spokes, which from the hub on that side of the center plane (M) of the rim lead in the direction towards the rim, where a greater overall tension of the anchored spokes is present, is equalized to such an extent as is desired with the average tension of those spokes, which from the hub on the opposite side of the center plane (M) of the rim lead in the direction towards the rim, where a lower overall tension of the anchored spokes is present, in that the hub on the individual sides of the center plane (M) of the rim is equipped with a correspondingly unequal number of anchored spokes~~ wheel having a hub connected by spokes to a rim, wherein there is a first group of the spokes extending from the hub toward the rim on a first side of the center plane of the rim and a second group of the spokes extending from the hub toward the rim on a second side of the center plane of the rim, and wherein the sum of tensions on the spokes of the first group is greater than the sum of tensions on the spokes of the second group, said method comprising the step of: equalizing the average tension of the spokes of the first

group with the average tension of the spokes of the second group to a desired extent by changing the number of the spokes in the first and the second groups such that the number of the spokes in the first group is different from the number of the spokes in the second group.

17. (Cancelled)

18. (New) The method of claim 16, wherein the number of the spokes in the first group is greater than the number of the spokes in the second group.
